



DRAFT Preliminary Alternatives Discussion October 14, 2009

NOT TO SCALE

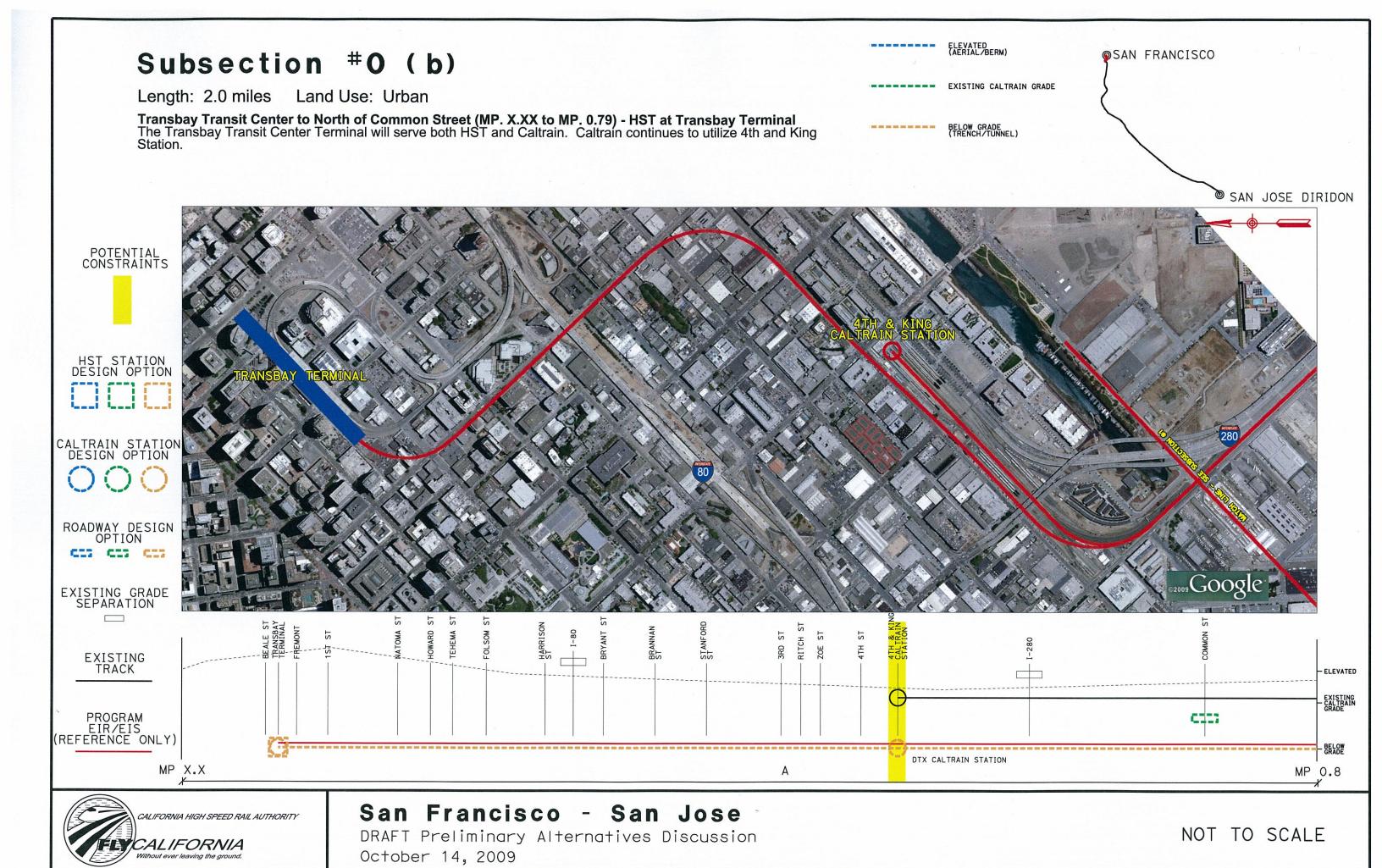
San Francisco to San Jose High-Speed Train Project Subsections

ELEVATED (AERIAL/BERM) **©SAN FRANCISCO** Subsection #0 (a) EXISTING CALTRAIN GRADE Length: 2.0 miles Land Use: Urban Transbay Transit Center to North of Common Street (MP. X.XX to MP. 0.79) - HST at Transbay/4th and King The Transbay Transit Center and the 4th and King Station Terminal will serve both HST and Caltrain. BELOW GRADE (TRENCH/TUNNEL) SAN JOSE DIRIDON POTENTIAL CONSTRAINTS HST STATION DESIGN OPTION CALTRAIN STATION DESIGN OPTION ROADWAY DESIGN OPTION COS COS COS EXISTING GRADE SEPARATION **EXISTING** TRACK ELEVATED PROGRAM EIR/EIS (REFERENCE ONLY) BELOW GRADE DTX CALTRAIN STATION MP 0.8



San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion October 14, 2009



©SAN FRANCISCO Subsection #0 (c) EXISTING CALTRAIN GRADE Length: 2.0 miles Land Use: Urban Transbay Transit Center to North of Common Street (MP. X.XX to MP. 0.79) - HST at 4th and King Terminal The 4th and King Station Terminal will serve both HST and Caltrain. SAN JOSE DIRIDON POTENTIAL CONSTRAINTS HST STATION DESIGN OPTION CALTRAIN STATION DESIGN OPTION ROADWAY DESIGN OPTION CES CES CES EXISTING GRADE SEPARATION EXISTING TRACK ELEVATED PROGRAM EIR/EIS (REFERENCE ONLY) BELOW GRADE MP X.X MP 0.8



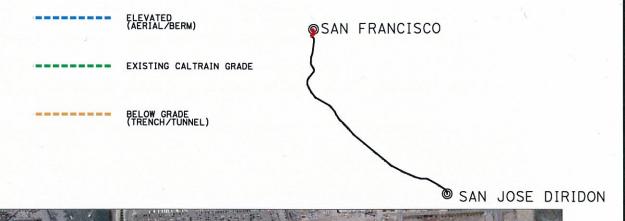
San Francisco - San Jose

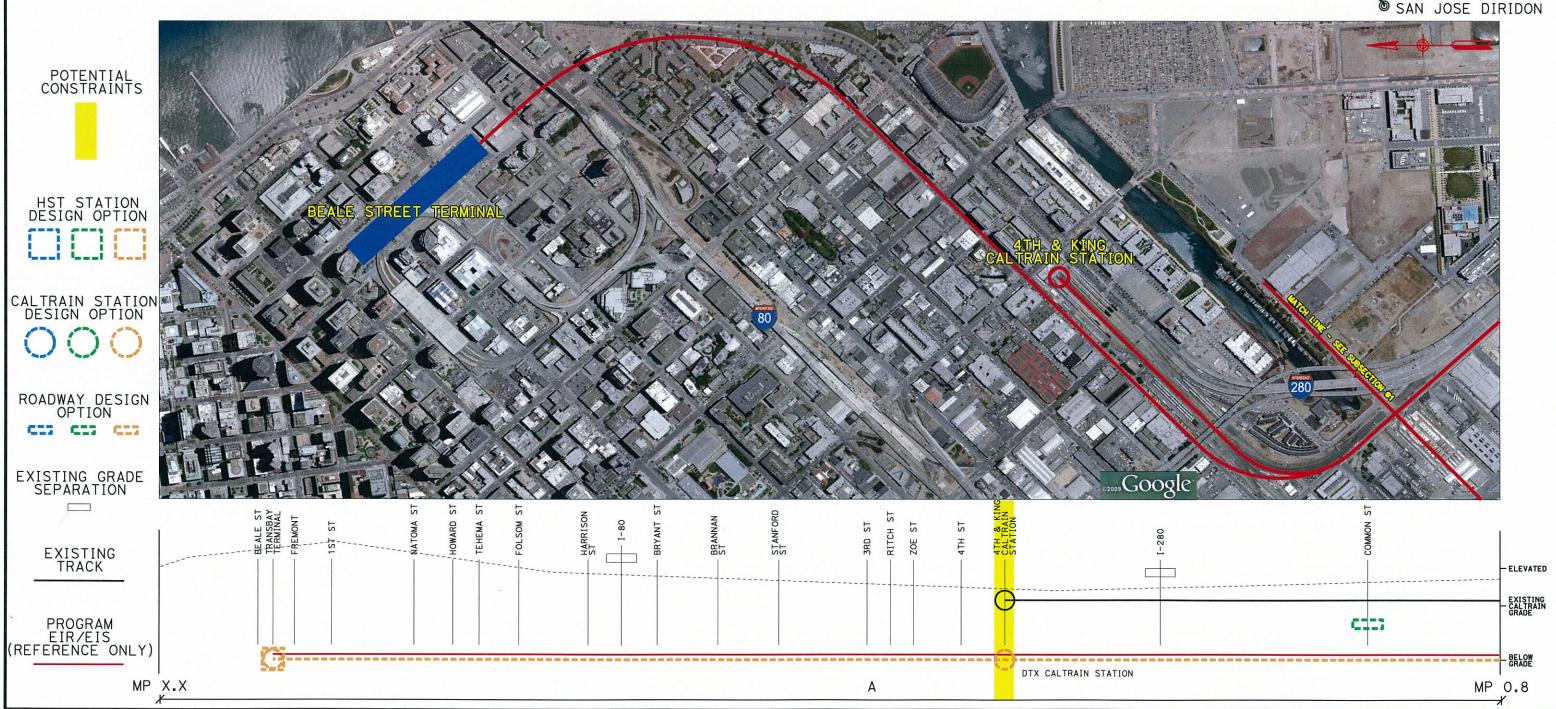
DRAFT Preliminary Alternatives Discussion October 14, 2009

Subsection #0 (d)

Length: 2.0 miles Land Use: Urban

Transbay Transit Center to North of Common Street (MP. X.XX to MP. 0.79) - HST at Transbay (Beale St Option) Terminal
The Beale Street Wing Station Terminal will serve both HST and Caltrain. This would be the one station for HST trains in downtown San Francisco.





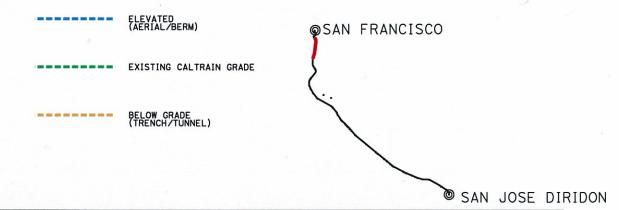


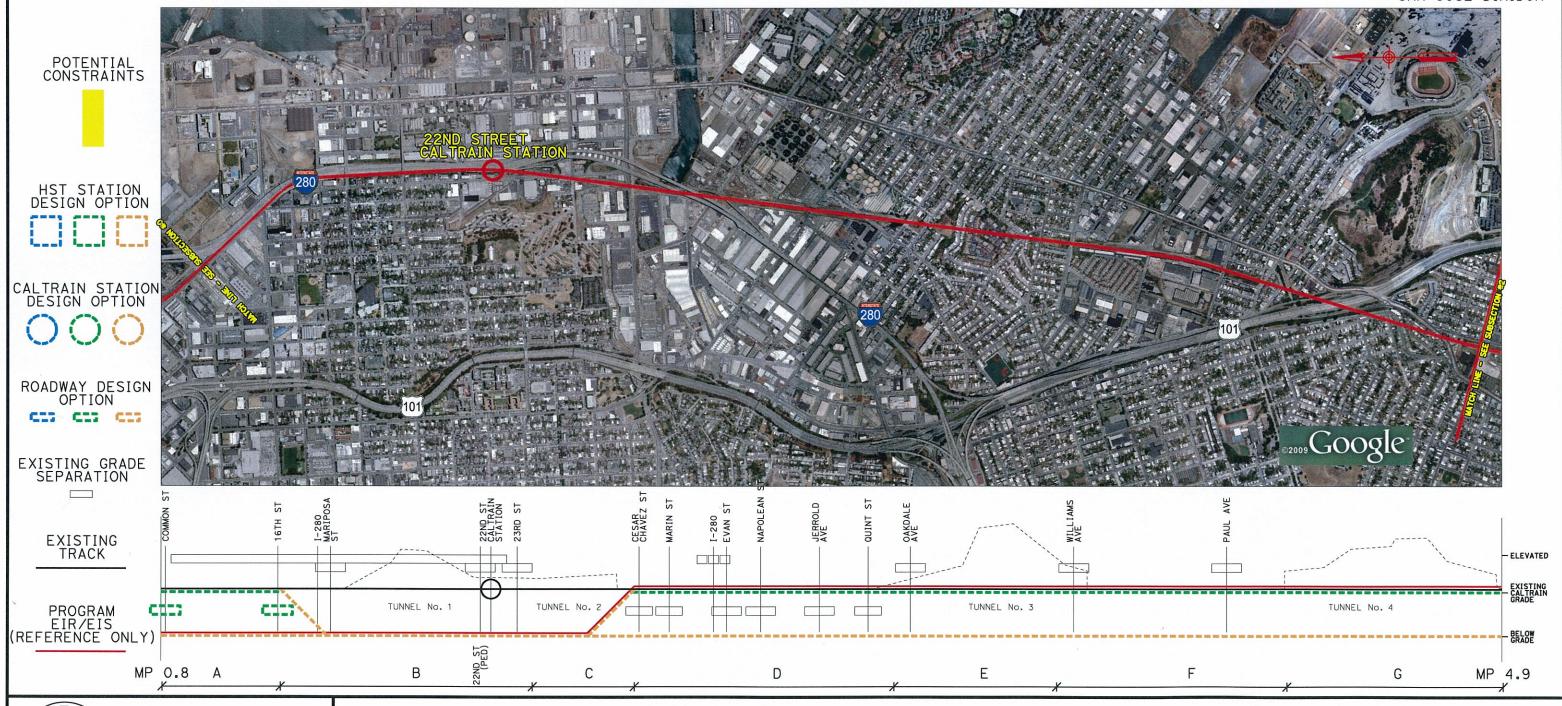
San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion October 14, 2009

Length: 4.9 miles Land Use: Urban

North of Common Street to South Portal Tunnel No. 4 (MP. 0.79 to MP. 4.94)
This subsection is located within the City and County of San Francisco. Except for two crossings near Mission Bay, all other street crossings in this subsection are grade separated. The existing Caltrain alignment passes through a series of hills and valleys necessitating 4 tunnels and several embankment and trench segments. The I-280 freeway structure above the tracks and its supporting columns are constraints in the northern portion of the subsection.





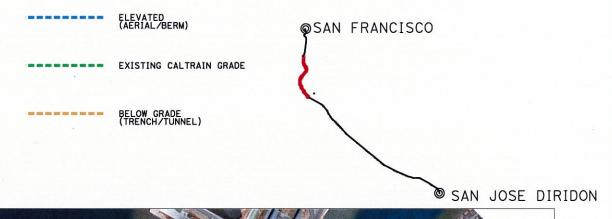


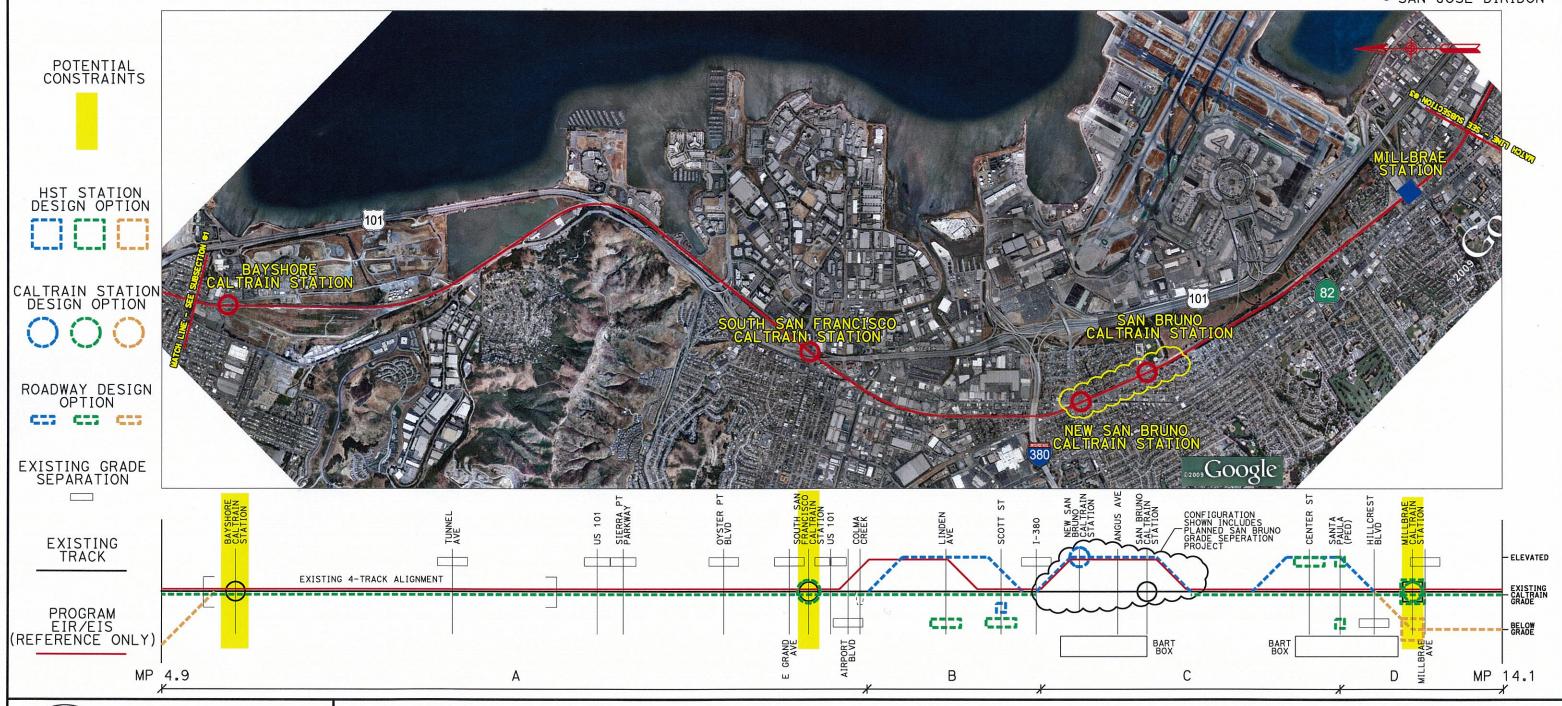
San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion October 14, 2009

Length: 9.2 miles Land Use: Urban

South Portal Tunnel No. 4 to South of Millbrae Avenue (MP. 4.94 to MP. 14.15)
This subsection is located in the Cities of Brisbane, South San Francisco, San Bruno and Millbrae. The existing Caltrain alignment is at-grade in this subsection and many crossings are grade separated. The northern portion of this subsection is completely grade separated and includes an existing 4-track segment in Brisbane. In the southern portion of the subsection, BART runs underneath and alongside the Caltrain tracks.





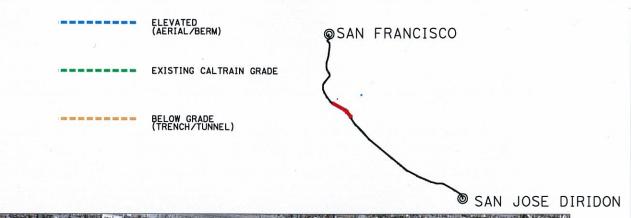


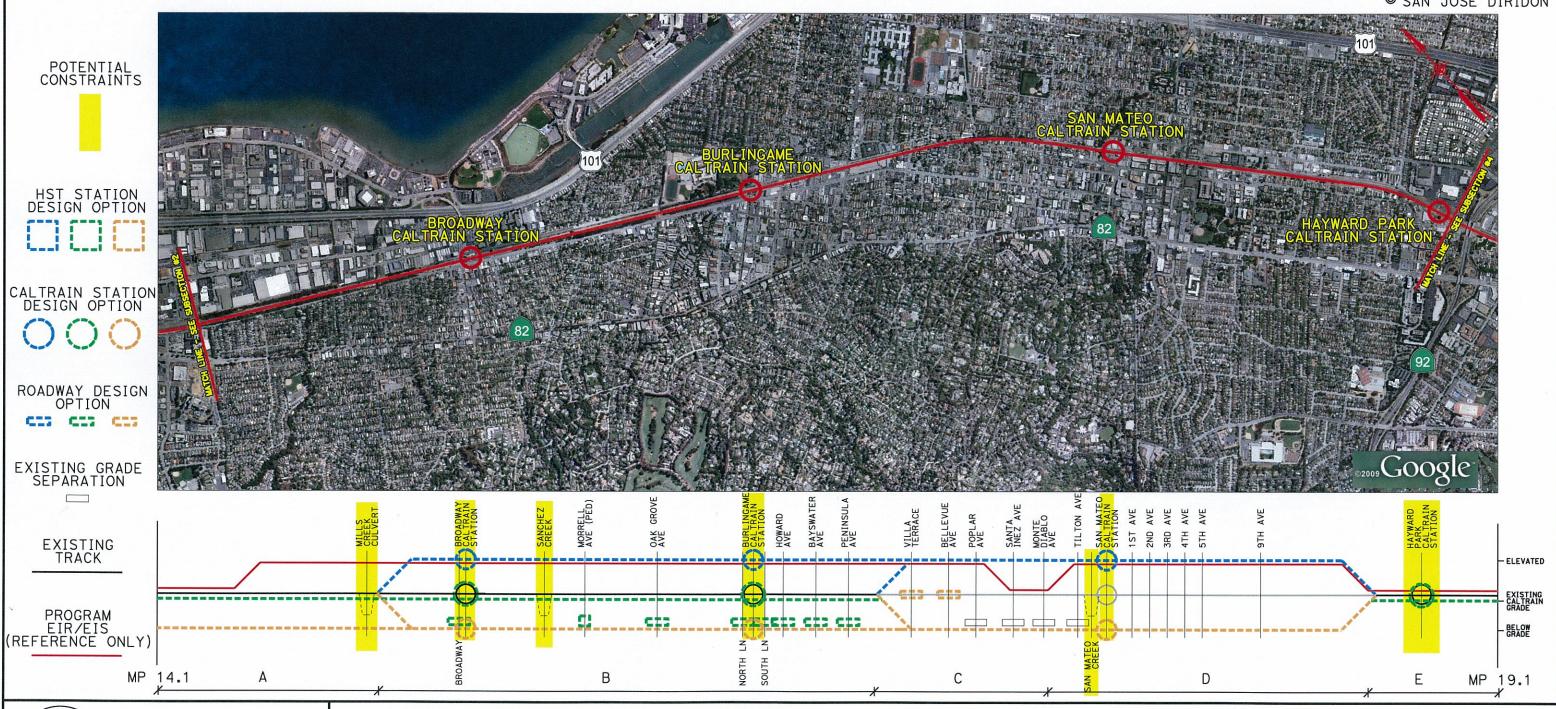
San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion October 14, 2009

Length: 5.0 miles Land Use: Urban

South of Millbrae Avenue to North of Highway 92 (MP. 14.15 to MP. 19.10)
This subsection is located in the Cities of Burlingame and San Mateo. In this subsection, the Caltrain tracks are primarily at-grade as are most of the crossings; those that are grade-separated have sub-standard clearances. This subsection includes a tight area through downtown San Mateo where a number of closely spaced at-grade crossings are an integral part of the street grid.





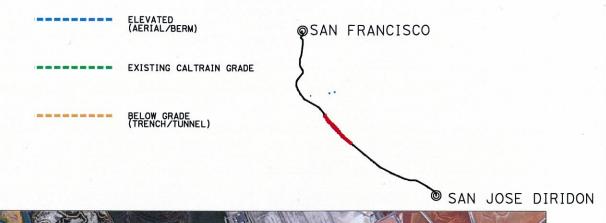


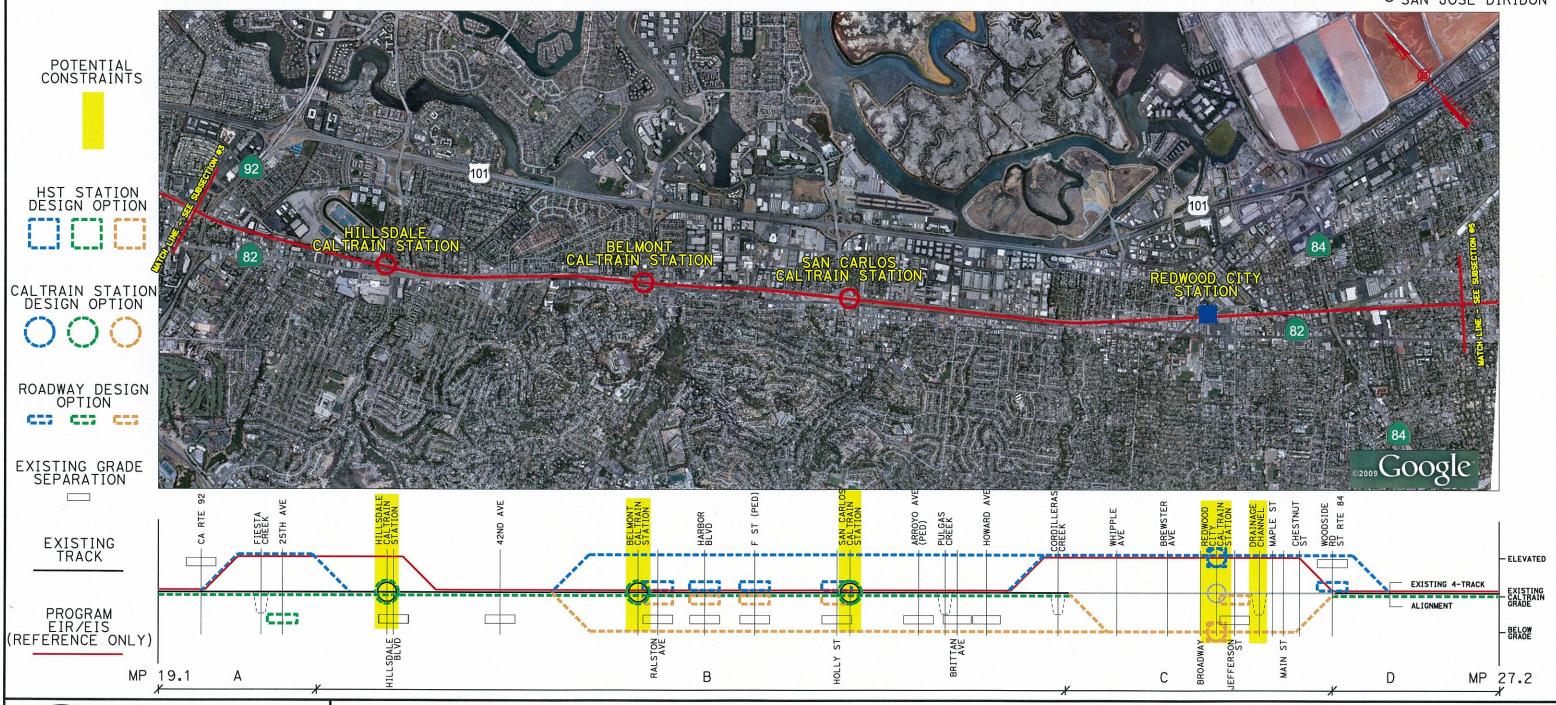
San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion October 14, 2009

Length: 8.1 miles Land Use: Urban

North of Highway 92 to North of 5th Avenue (MP. 19.10 to MP. 27.17)
This subsection is located in the Cities of San Mateo, Belmont, San Carlos and Redwood City. For most of the northern portion of this subsection, the existing Caltrain tracks are on a recently constructed embankment that passes over the cross streets. In the southern portion of this subsection the at-grade Caltrain tracks pass through a number of at-grade crossings in downtown Redwood City. There is an existing 4 track segment at the southern end of this subsection.





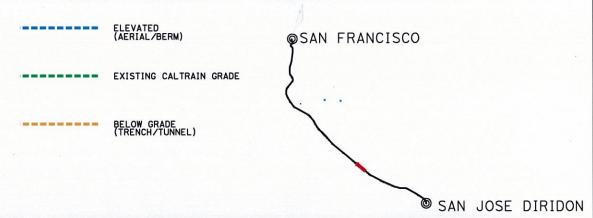


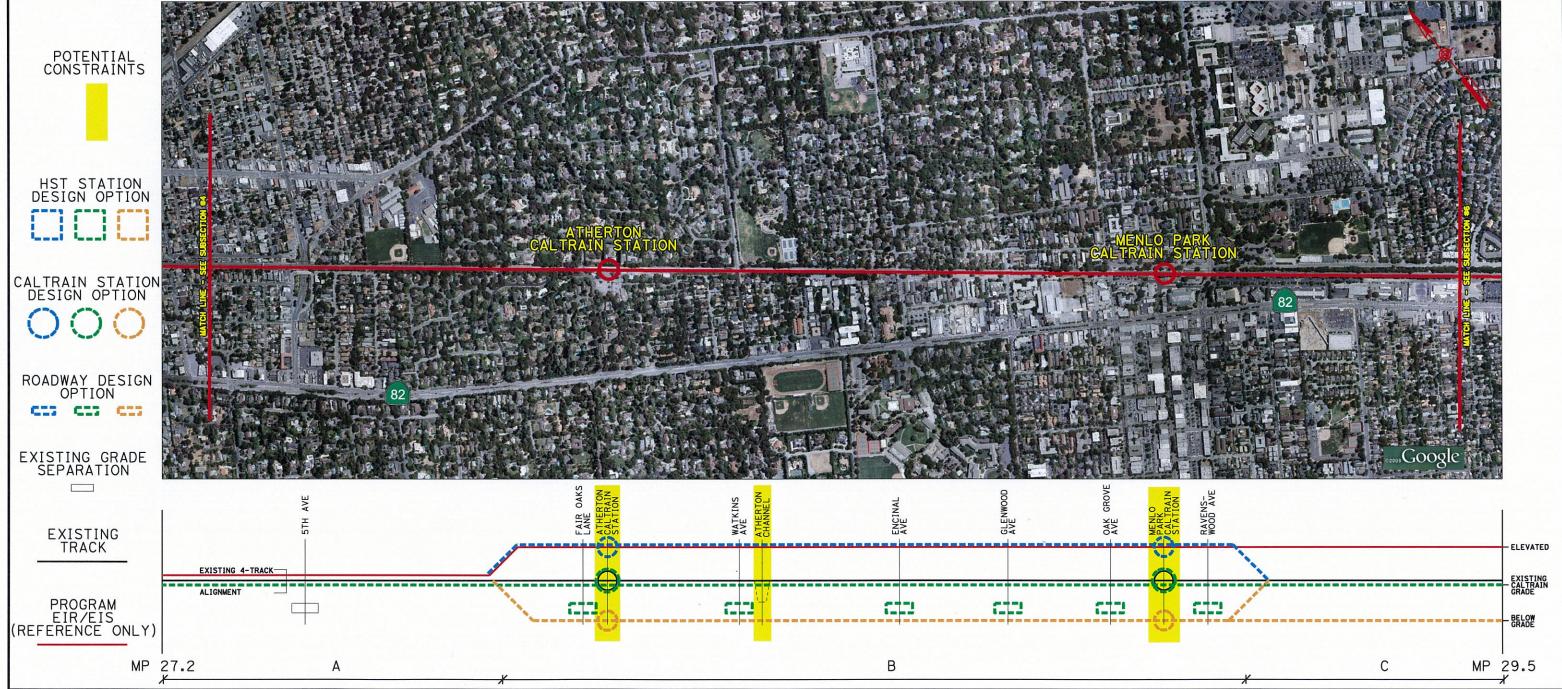
San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion October 14, 2009

Length: 2.3 miles Land Use: Urban

North of 5th Avenue to North of SCL/SM County Line (MP. 27.17 to MP. 29.5)
This subsection is located in the Cities of Atherton and Menlo Park, with a small portion in unincorporated San Mateo County. The Caltrain tracks are at-grade, and with one exception, all street crossings are at-grade. Generally, the streets that cross the tracks are two-lane collectors serving residential areas. In most cases, these streets are integral parts of the local street network.

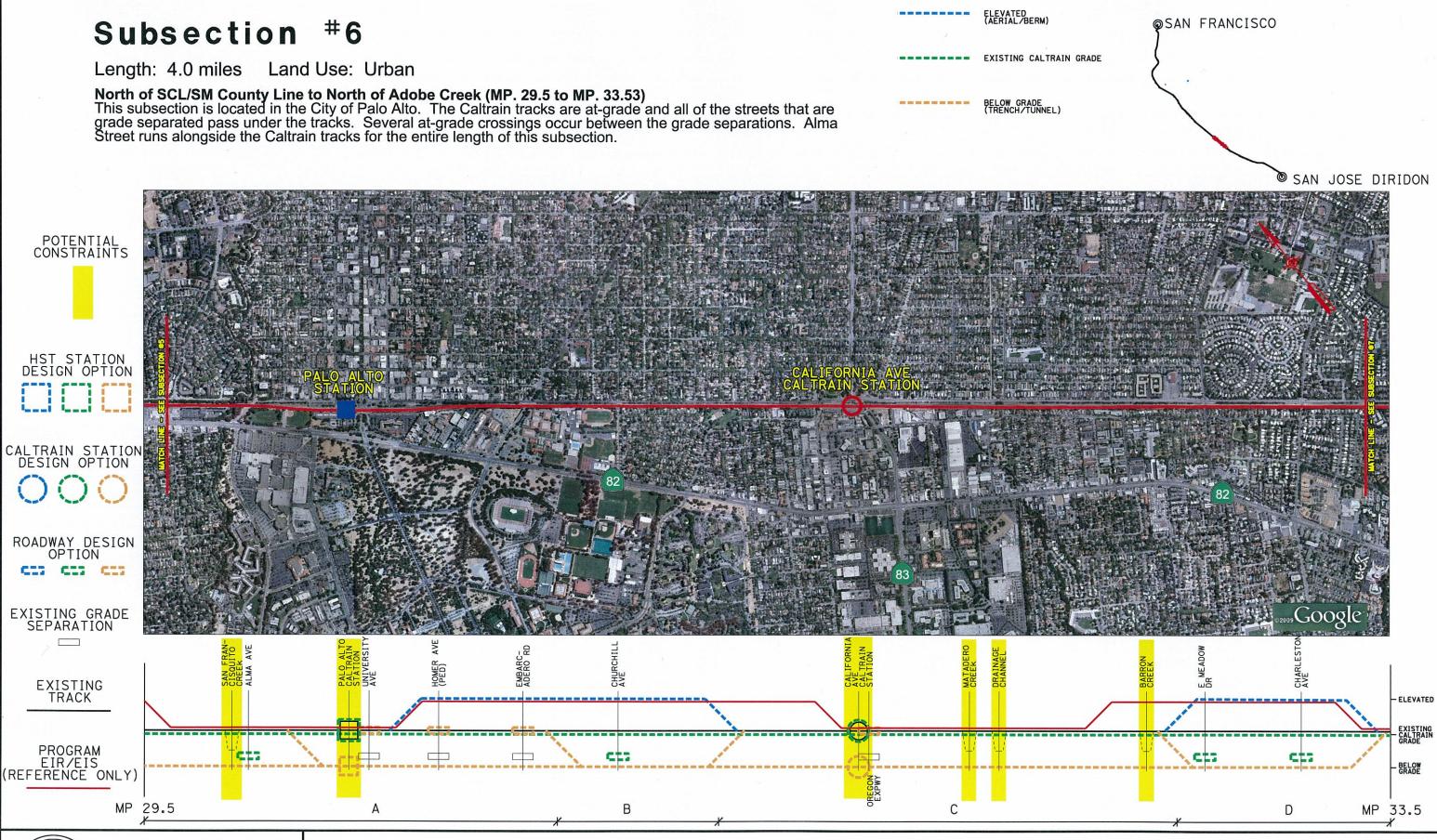






San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion October 14, 2009



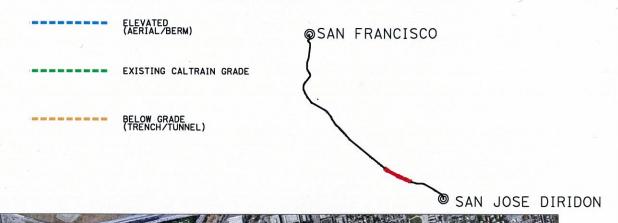


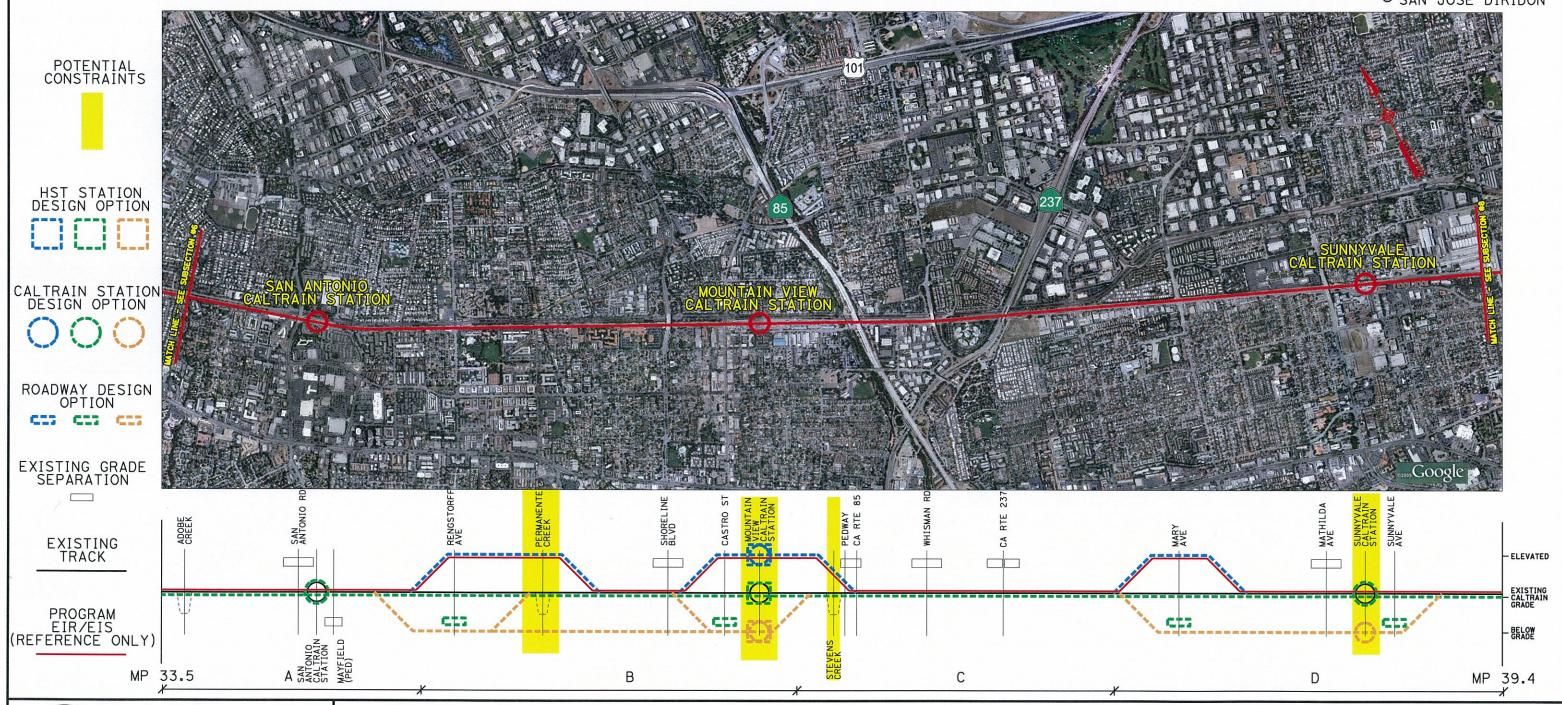
San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion October 14, 2009

Subsection #7 Length: 5.8 miles Land Use: Urban

North of Adobe Creek to North of Fair Oaks Avenue (MP. 33.53 to MP. 39.37)
This subsection is located in the Cities of Mountain View and Sunnyvale. The Caltrain tracks are at-grade and all grade separated crossings pass over the tracks. Several at-grade crossings occur between the grade separations. Central Expressway and Evelyn Avenue run alongside the Caltrain tracks for a large portion of this subsection.



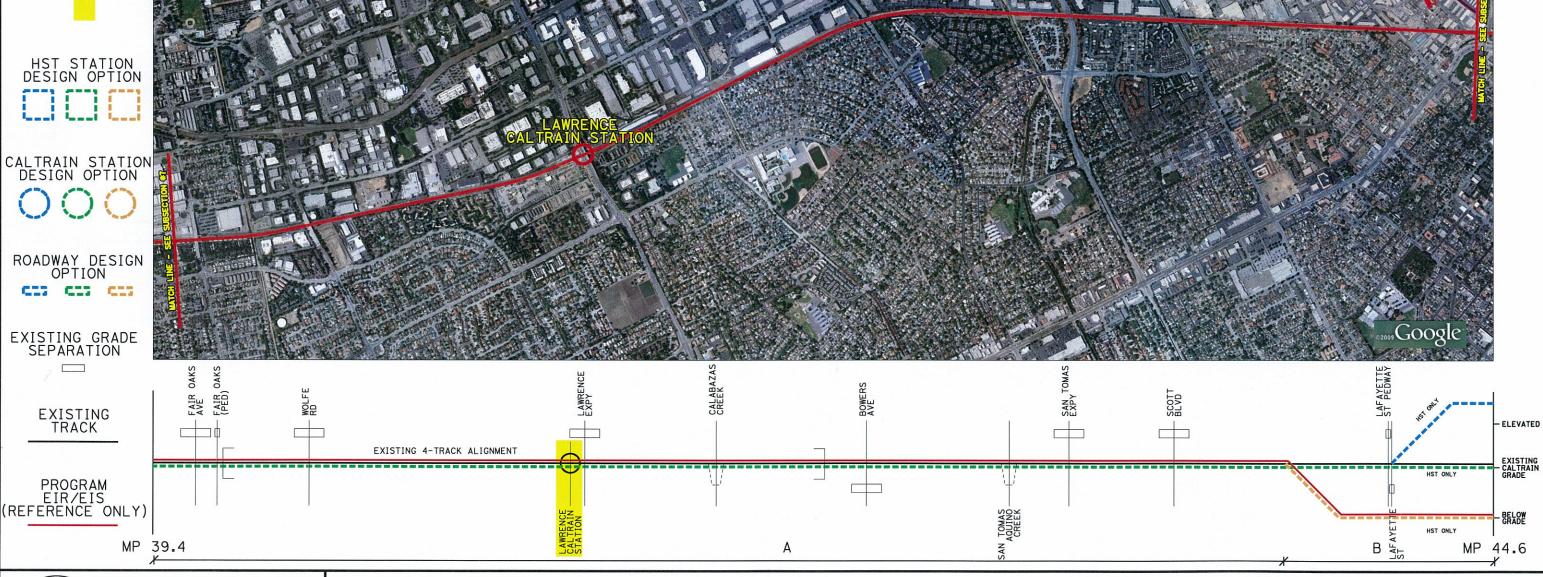




San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion October 14, 2009

ELEVATED (AERIAL/BERM) **©SAN FRANCISCO** Subsection #8 EXISTING CALTRAIN GRADE Length: 5.2 miles Land Use: Urban North of Fair Oaks Avenue to South of De La Cruz Boulevard (MP. 39.37 to MP. 44.60) This subsection is located in the Cities of Sunnyvale and Santa Clara. The Caltrain tracks are at-grade and all crossings are grade separated. Most of the crossings pass over the tracks. This subsection includes an existing 4-track segment near Lawrence Expressway. POTENTIAL CONSTRAINTS HST STATION DESIGN OPTION CALTRAIN STATION DESIGN OPTION ROADWAY DESIGN OPTION CES CES CES





San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion October 14, 2009

NOT TO SCALE

SAN JOSE DIRIDON

©SAN FRANCISCO Subsection #9 (a) EXISTING CALTRAIN GRADE Length: 2.9 miles Land Use: Urban South of De La Cruz Boulevard to San Jose Diridon Station (MP. 44.60 to MP. 47.80) This subsection is located in the City of San Jose. The Caltrain tracks are at-grade and all crossings are grade-separated. Besides Caltrain, this subsection is also used by ACE, Capitol Corridor and Amtrak long distance passenger trains and UPRR through freight trains. The future BART extension will also run alongside this subsection, primarily in a tunnel. SAN JOSE DIRIDON POTENTIAL CONSTRAINTS HST STATION DESIGN OPTION CALTRAIN STATION DESIGN OPTION ROADWAY DESIGN OPTION CCC CCC CCC EXISTING GRADE SEPARATION EXISTING TRACK HST ONLY EXISTING CALTRAIN GRADE HST ONLY PROGRAM EIR/EIS (REFERENCE ONLY) LRT BOX BELOW HST ONLY 44.6 MP 47.5



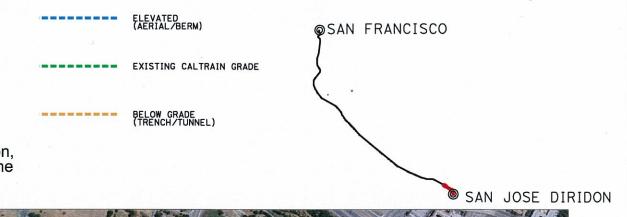
San Francisco - San Jose

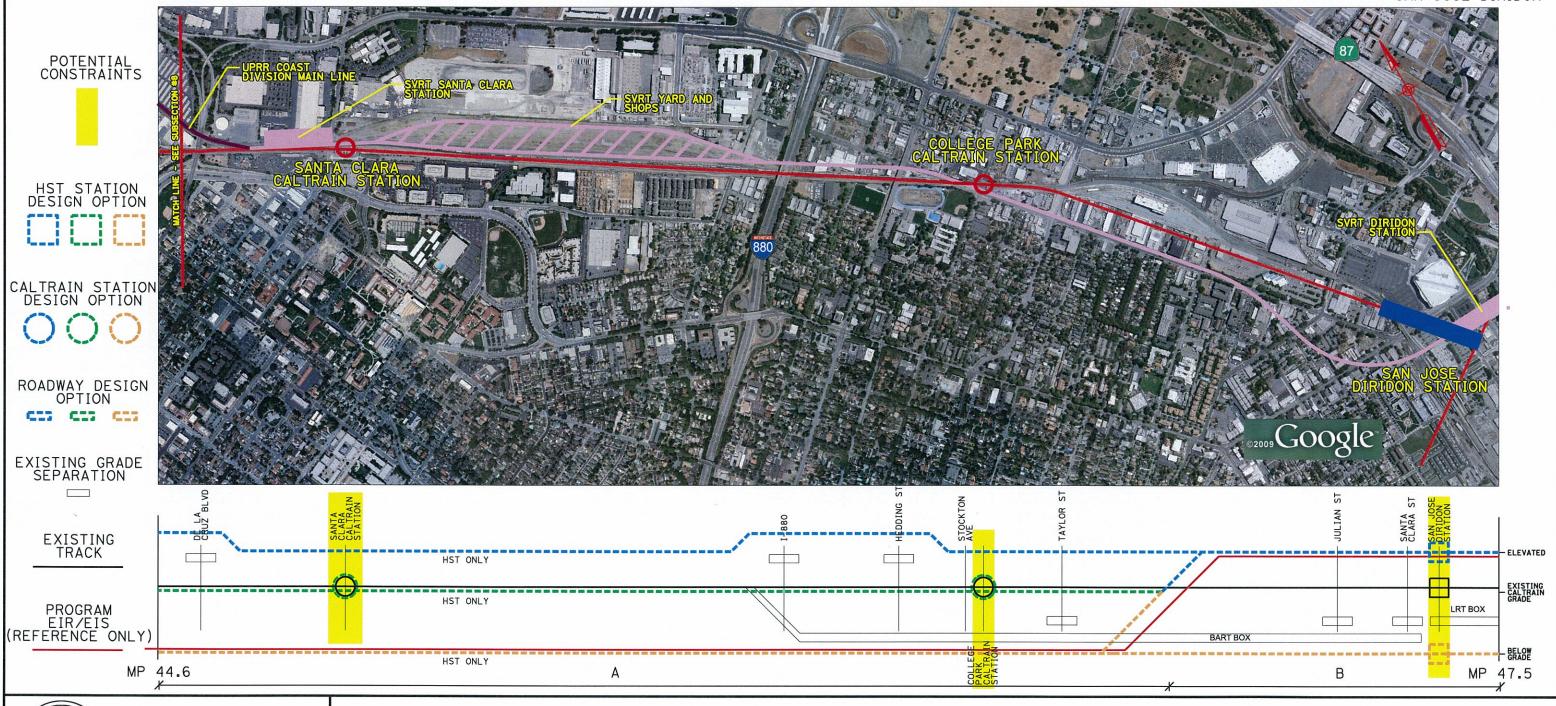
DRAFT Preliminary Alternatives Discussion October 14, 2009

Subsection #9 (b)

Length: 2.9 miles Land Use: Urban

South of De La Cruz Boulevard to San Jose Diridon Station (MP. 44.60 to MP. 47.80)
This subsection is located in the City of San Jose. The Caltrain tracks are at-grade and all crossings are grade-separated. Besides Caltrain, this subsection is also used by ACE, Capitol Corridor and Amtrak long distance passenger trains and UPRR through freight trains. The future BART extension will also run alongside this subsection, primarily in a tunnel. The access alignment to the San Jose Diridon Station (for HST service) is modified to match the alternative downtown alignment being studied by the Mer-SJ HST Team.







San Francisco - San Jose

DRAFT Preliminary Alternatives Discussion October 14, 2009